

What is claimed is:

1. A control system for a vehicle comprising:  
a first electronically controlled vehicle system;  
a second electronically controlled vehicle system; and  
a control unit which controls operation of at least one component of said first electronically controlled vehicle system while said vehicle is moving and while said vehicle is stationary, and which controls operation of at least one component of said second electronically controlled vehicle system only while said vehicle is stationary.
2. The control system of Claim 1 wherein said control unit controls operation of the at least one component of said first electronically controlled vehicle system both while said vehicle is moving and while said vehicle is stationary.
3. The control system of Claim 1 wherein said first electronically controlled vehicle system comprises an electronic brake system.
4. The control system of Claim 1 wherein said control unit controls operation of the at least one component of said first electronically controlled vehicle system and of the at least one component of said second electronically controlled vehicle system in response to sensor input.

5. The control system of Claim 1 wherein said control unit controls operation of the at least one component of said first electronically controlled vehicle system and of the at least one component of said second electronically controlled vehicle system in response to input of a vehicle operator.

6. The control system of Claim 1:

wherein said control unit comprises a main control unit having a memory;  
further comprising at least one auxiliary control unit in communication with said main control unit via a communications link;

wherein said main control unit controls operation of said at least one auxiliary control unit, control of said at least one auxiliary control unit being based at least in part upon parameters indicative of a configuration of said at least one auxiliary control unit stored in the memory of said main control unit; and

further comprising a programming unit connectable to said main control unit, said programming unit operable by a user to modify the parameters stored in the memory of said main control unit.

7. A control system for a vehicle comprising:

a first electronically controlled vehicle system;  
a second electronically controlled vehicle system; and  
a control unit adapted to control at least one component of said first electronically controlled vehicle system at all times and is adapted to control at least one component of said second electronically controlled vehicle system only while certain conditions are determined to exist.

8. The control system of Claim 7 wherein said control unit controls the at least one component of said second electronically controlled vehicle system only while said vehicle is stationary.

9. The control system of Claim 7 wherein said control unit controls the at least one component of said second electronically controlled vehicle system only while said control unit has capacity to control the at least one component of said second electronically controlled vehicle system without interfering with control of the at least one component of said first vehicle system.

10. The control system of Claim 7 wherein said first electronically controlled vehicle system comprises an electronic brake system.

11. The control system of Claim 7 wherein said control unit controls operation of the at least one component of said first electronically controlled vehicle system and of the at least one component of said second electronically controlled vehicle system in response to sensor input.

12. The control system of Claim 7 wherein said control unit controls operation of the at least one component of said first electronically controlled vehicle system and of the at least one component of said second electronically controlled vehicle system in response to input of a vehicle operator.

13. The control system of Claim 7:

wherein said control unit comprises a main control unit having a memory;  
further comprising at least one auxiliary control unit in communication with  
said main control unit via a communications link;

wherein said main control unit controls operation of said at least one  
auxiliary control unit, control of said at least one auxiliary control unit being based  
at least in part upon parameters indicative of a configuration of said at least one  
auxiliary control unit stored in the memory of said main control unit; and

further comprising a programming unit connectable to said main control  
unit, said programming unit operable by a user to modify the parameters stored  
in the memory of said main control unit.

14. A control system for a vehicle comprising:

a main control unit having a memory;  
at least one auxiliary control unit in communication with said main control  
unit via a communications link;

wherein said main control unit controls operation of said at least one  
auxiliary control unit, control of said at least one auxiliary control unit being based  
at least in part upon parameters indicative of a configuration of said at least one  
auxiliary control unit stored in the memory of said main control unit; and

a programming unit connectable to said main control unit, said  
programming unit operable by a user to modify the parameters stored in the  
memory of said main control unit.

15. The control system of Claim 14 wherein the parameters stored in the memory of said main control unit are indicative of vehicle system components which are connected to said at least one auxiliary component.

16. The control system of Claim 15 wherein said at least one auxiliary control unit detects components which are connected to said at least one auxiliary component and displays information to the user via the programming unit indicative of the detected components.

17. The control system of Claim 14 wherein the configuration of said at least one auxiliary control unit of which the parameters are indicative are specified by the user.

18. The control system of Claim 14 wherein said at least one auxiliary control unit comprises a plurality of auxiliary control units.

19. The control system of Claim 14:

wherein said main control unit controls a first electronically controlled vehicle system;

wherein said auxiliary control unit controls a second electronically controlled vehicle system; and

wherein said main control unit controls operation of at least one component of the first electronically controlled vehicle system while said vehicle is moving and while said vehicle is stationary, and wherein said main control unit

controls operation of at least one component of said second electronically controlled vehicle system through said at least one auxiliary control unit only while said vehicle is stationary.

20. The control system of Claim 14:

wherein said main control unit controls a first electronically controlled vehicle system;

wherein said auxiliary control unit controls a second electronically controlled vehicle system; and

wherein said main control unit is adapted to control at least one component of said first electronically controlled vehicle system at all times and is adapted to control at least one component of said second electronically controlled vehicle system through said at least one auxiliary control unit only while certain conditions are determined to exist.

21. A method for controlling a vehicle comprising the steps of:

providing a first electronically controlled vehicle system;

providing a second electronically controlled vehicle system;

controlling operation, with a control unit, of at least one component of the first electronically controlled vehicle system while the vehicle is moving and while the vehicle is stationary; and

controlling operation, with the same control unit, of at least one component of the second electronically controlled vehicle system only while the vehicle is stationary.

22. The method of Claim 21 wherein the first electronically controlled vehicle system comprises an electronic brake system.

23. The method of Claim 21 wherein the control unit controls operation of the at least one component of the first electronically controlled vehicle system and of the at least one component of the second electronically controlled vehicle system in response to sensor input.

24. The method of Claim 21 wherein the control unit controls operation of the at least one component of the first electronically controlled vehicle system and of the at least one component of the second electronically controlled vehicle system in response to input of a vehicle operator.

25. A method for controlling a vehicle comprising the steps of:  
providing a first electronically controlled vehicle system;  
providing a second electronically controlled vehicle system;  
controlling, with a control unit, at least one component of the first electronically controlled vehicle system at all times; and  
controlling, with the same control unit, at least one component of the second electronically controlled vehicle system only while certain conditions are determined to exist.

26. The method of Claim 25 wherein the control unit controls the at least one component of the second electronically controlled vehicle system only while the vehicle is stationary.

27. The method of Claim 25 wherein the control unit controls the at least one component of the second electronically controlled vehicle system only while the control unit has capacity to control the at least one component of the second electronically controlled vehicle system without interfering with control of the at least one component of the first vehicle system.

28. The method of Claim 25 wherein the first electronically controlled vehicle system comprises an electronic brake system.

29. The method of Claim 25 wherein the control unit controls operation of the at least one component of the first electronically controlled vehicle system and of the at least one component of the second electronically controlled vehicle system in response to sensor input.

30. The method of Claim 25 wherein the control unit controls operation of the at least one component of the first electronically controlled vehicle system and of the at least one component of the second electronically controlled vehicle system in response to input of a vehicle operator.